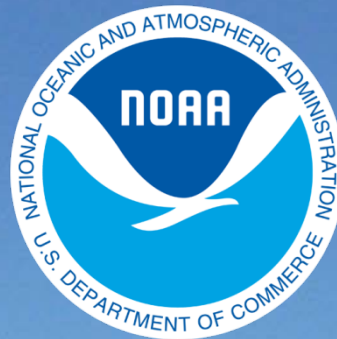


# BookletChart™

## *Etolin Island to Midway Islands*

**NOAA Chart 17360**

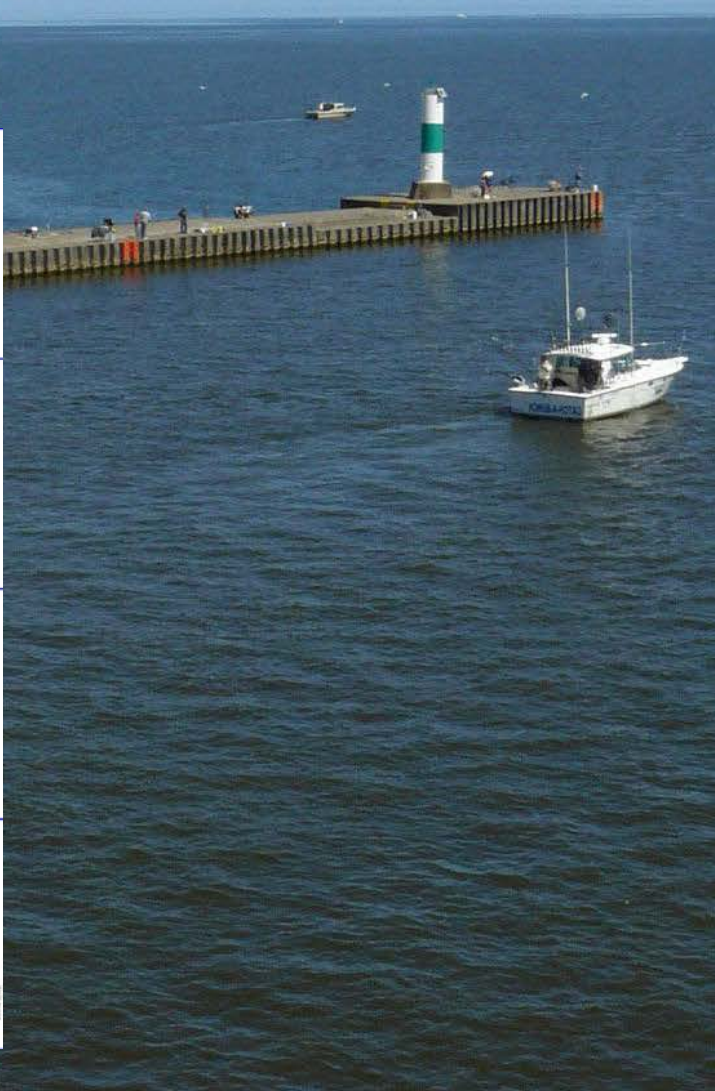
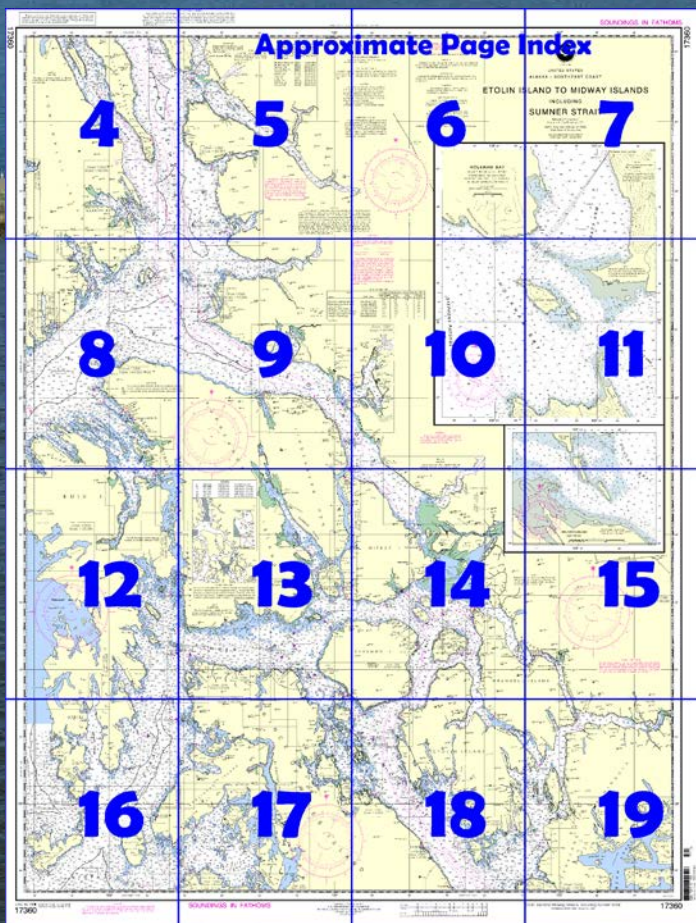


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

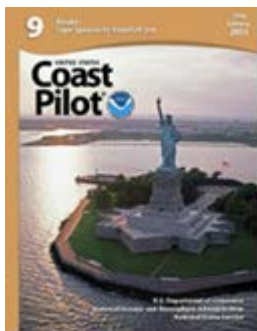
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17360>.



#### (Selected Excerpts from Coast Pilot)

**Clarence Strait** extends in a N direction from Dixon Entrance for 45 miles to Guard Islands and the W entrance to Tongass Narrows and Behm Canal, and thence in a NW direction for 67 miles to Sumner Strait. From its S entrance to Zarembo Island, a distance of about 100 miles, the channel is broad and comparatively free from dangers. At Zarembo Island the strait divides. The channel E of the island, called Stikine Strait, is the route taken by vessels to Wrangell

and Wrangell Narrows; that W of the island, called Snow Passage, is used by vessels bound to Wrangell Narrows or W through Sumner Strait because it is more direct.

Passage through Clarence Strait and subsidiary channels to Sumner Strait and Wrangell is described in the following order: W shore, Cape Chacon to Kasaan Bay; E shore, including Felice Strait and Nichols Passage, to Vallenar Point; Kasaan Bay and N to Kashevarof Passage; Snow Passage, Ernest Sound and Zimovia Strait; Blake Channel and Eastern Passage; and Stikine Strait to Wrangell.

The current has a maximum velocity of 4 knots in Clarence Strait from the S entrance to the vicinity of Zarembo Island. At Cape Chacon, the flood current sets NE around the cape and the ebb SW. S of the line of Cape Chacon the tidal currents are much confused.

In general the currents in the strait set directly in and out during flood and ebb, except in the vicinity of the entrances to the tributaries, where a slight set across the channel may be experienced setting to or from them, especially the large tributaries; and along the shores of the strait where the current is either slack or there is a small countercurrent. The most noticeable of these countercurrents is at Dewey Anchorage and among the islands at Onslow Point, where it has considerable velocity, from 2 to 3 knots, and sets directly opposite in direction to the current in the strait. This countercurrent meets the main current at the entrance of the large bay E of Point Stanhope, and is confined to the bay and the immediate vicinity of the shore SE. (See the Tidal Current Tables for daily predictions of places in Clarence Strait.)

**Weather.**—The orientation of Clarence Strait and its proximity to the continent influence its weather. The strait is exposed to the strong southeasterlies of fall and early winter, although shelter may be found in several bays and inlets. Winter gales may also blow down the strait from the NW. Williwaws blow in many of the anchorages that are off the strait. While these waters are often sheltered from the summer advection fog, they are susceptible to winter radiation fogs. The S part of the strait is more exposed here, poor visibilities are most likely in late summer and early fall.

The shoreline from Ratz Harbor NW to **Clear Creek**, a distance of 6.3 miles, is practically straight. A small rock, 20 feet high, is 450 yards to the NE of the mouth of the creek.

**Luck Point** (55°59'N., 132°44'W.), on the W side of Clarence Strait opposite Point Stanhope, is a rounding point without marked features. Here the shoreline turns WNW and changes from a steep, rocky formation to a boulder beach about 100 yards wide. About 0.4 mile WNW from Luck Point, a narrow ledge extends offshore for about 0.3 mile. From about 0.7 mile NW of Luck Point to Coffman Cove, the coast is fringed with bare, awash, and submerged rocks.

**Etolin Island**, on the NE side of Clarence Strait near its head, separates Ernest Sound from Stikine Strait. The coast is bold, rocky, and densely wooded, and is broken by numerous inlets and off-lying islands.

**McHenry Anchorage**, about 7.5 miles N of Ernest Point (55°51'N., 132°22'W.), has a clear width of about 700 yards and a length of about 1 mile from Avon Island to a small island at its head. It is sheltered except from W, and small vessels can anchor in the SE part of the harbor with shelter from all winds. **Avon Island**, on the N side of the entrance, is small, wooded, and close to shore; it should be given a berth of over 250 yards. A reef extends about 400 yards in a SE direction from the SE side of Avon Island. A rock, with 2.3 fathoms over it, is 0.5 mile WSW of Avon Island in 55°58'14"N., 132°28'30"W. **Sand Islet**, with a green bush on it, is close to the SE point at the entrance; a reef that bares and shows kelp extends 0.2 mile NW from it, and a shoal extends 250 yards E of Sand Islet.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



# Table of Selected Chart Notes

## NOTE C

Lights and buoys maintained from May 1 to October 1.

## Holkham Bay

Glaciers deposit ice which drifts from Holkham Bay into Stephens Passage. Mariners are advised to exercise extreme caution.

## NOTE

To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. Aid will remain lighted for 10 minutes.

## NOTE

To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. Aid will remain lighted for 10 minutes.

The channel markers in Keku Strait are not shown on this chart. Use chart 17372.

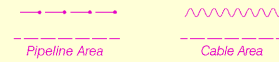
## NOTE

Strong tidal currents exist in the entrances to both Tracy and Endicott Arm. Maneuverability in these areas can be limited by the presence of icebergs moving with the current.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## NOTE B

### CAUTION

Several rocks have been reported to be bare at MLW. Mariners should exercise caution in this area.

## VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## NOTE D

### CAUTION

The transit of Seymour Canal from Tiedman Island north should be done with due caution and local knowledge.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.265' southward and 6.171' westward to agree with this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection  
Scale 1:217,828 at Lat. 57°  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## NOTE

Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Grevine I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Craig, AK	KX1-80	162.475 MHz
Juneau, AK	WXJ-25	162.550 MHz
Ketchikan, AK	WXJ-26	162.550 MHz
Wrangell, AK	WXJ-83	162.400 MHz

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations values are in feet and refer to Mean Sea Level.

## VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 8, Chapter 3 for details.

## COLREGS. 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Dewey Anchorage, Etolin Island	(55°55' N/132°22' W)	15.9	15.1	1.4
Wrangell, Wrangell Island	(56°28' N/132°23' W)	16.0	15.1	1.5
Coronation Island, Summer Strait	(55°54' N/137°07' W)	10.7	9.9	1.4
Port Protection, Prince of Wales I.	(56°19' N/133°36' W)	12.4	11.5	1.4
Petersburg, Wrangell Narrows	(56°49' N/132°57' W)	15.7	14.8	1.4
Kake, Keku Strait	(56°58' N/133°56' W)	14.0	13.1	1.4
Windham Bay, Stephens Passage	(57°33' N/133°30' W)	15.1	14.2	1.5

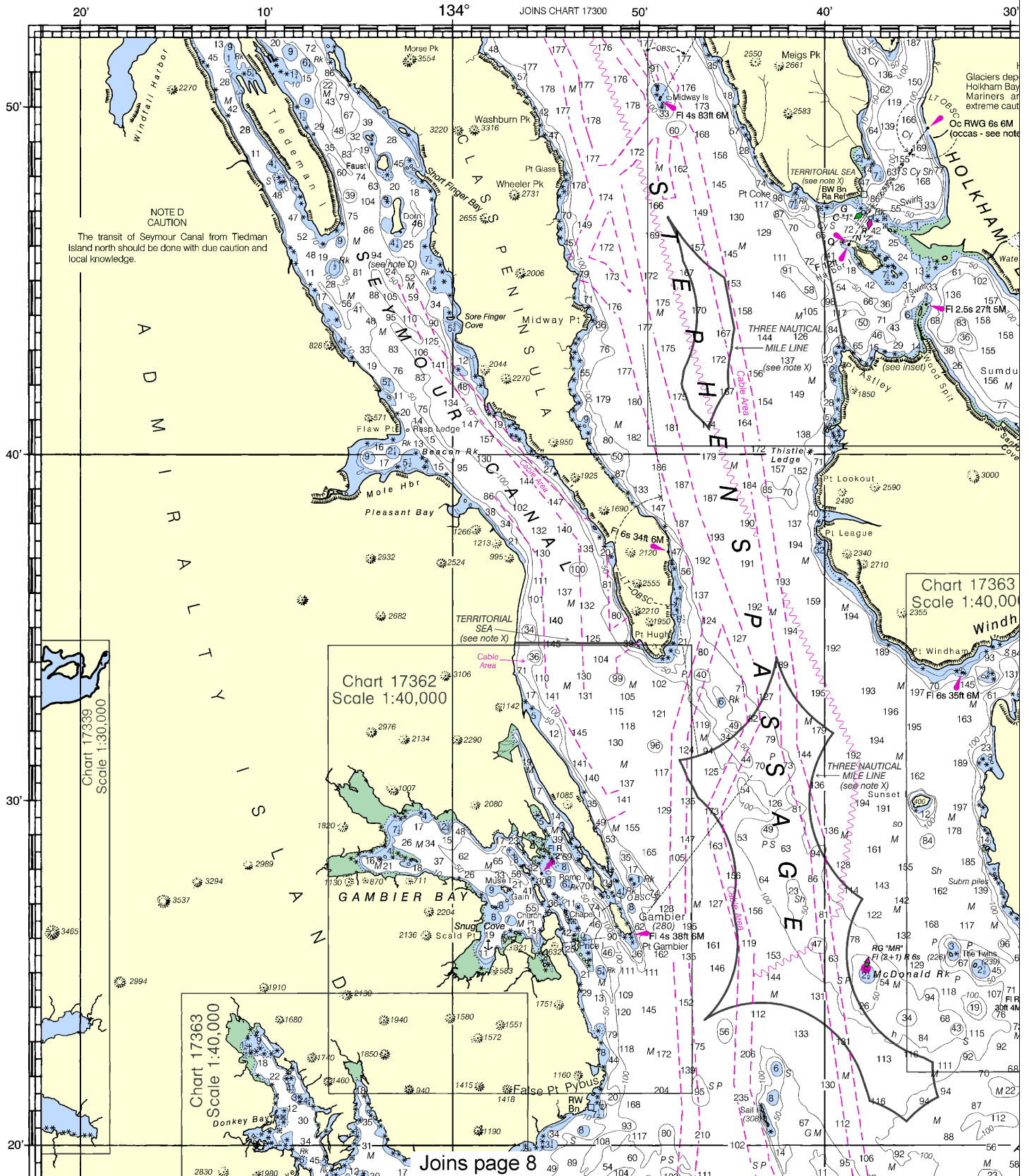
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.  
(Jan 2008)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

# PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notice and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask you about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://Nauticalhelp@NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>.

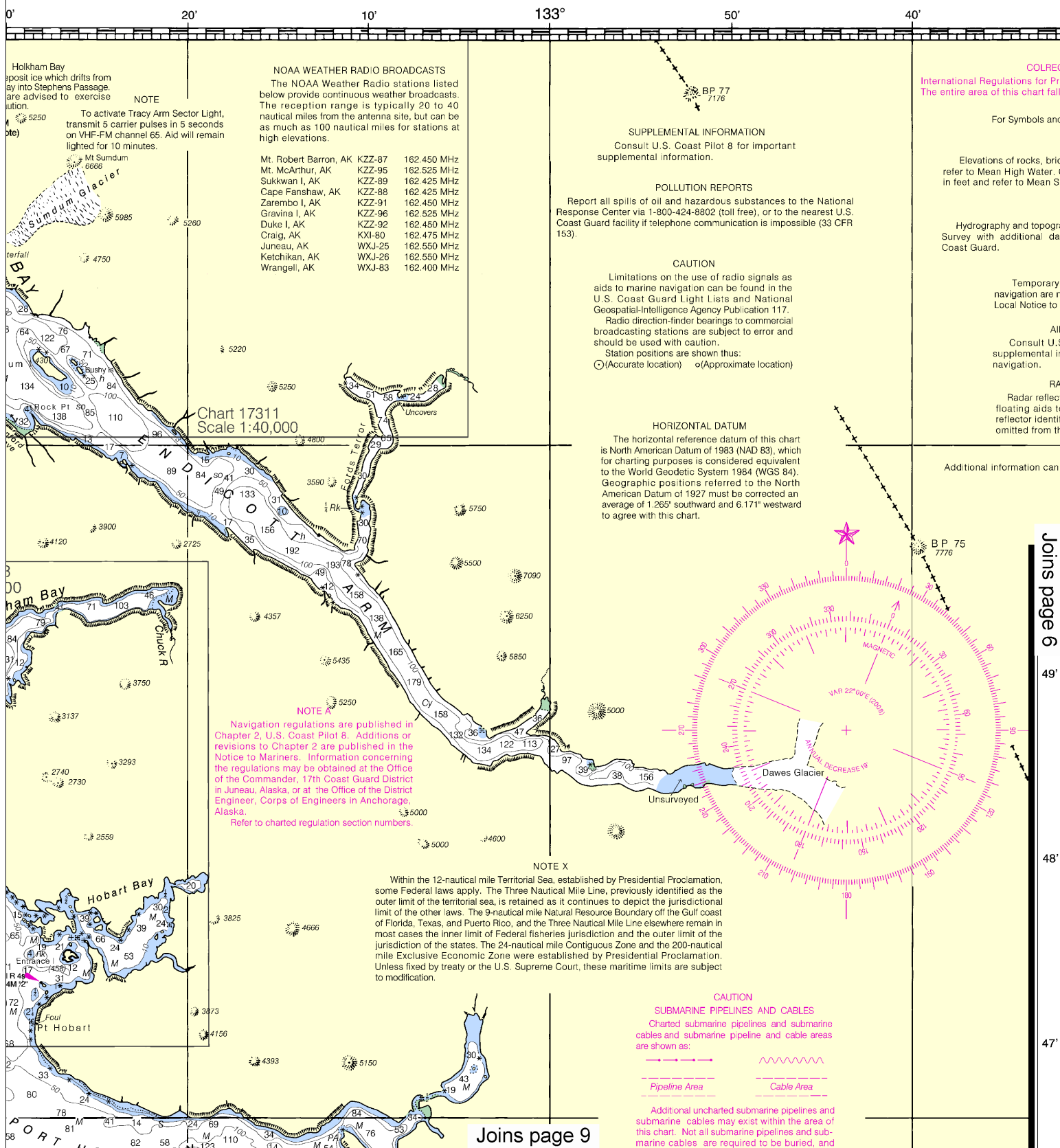
17360



4

Note: Chart grid lines are aligned with true north.





Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

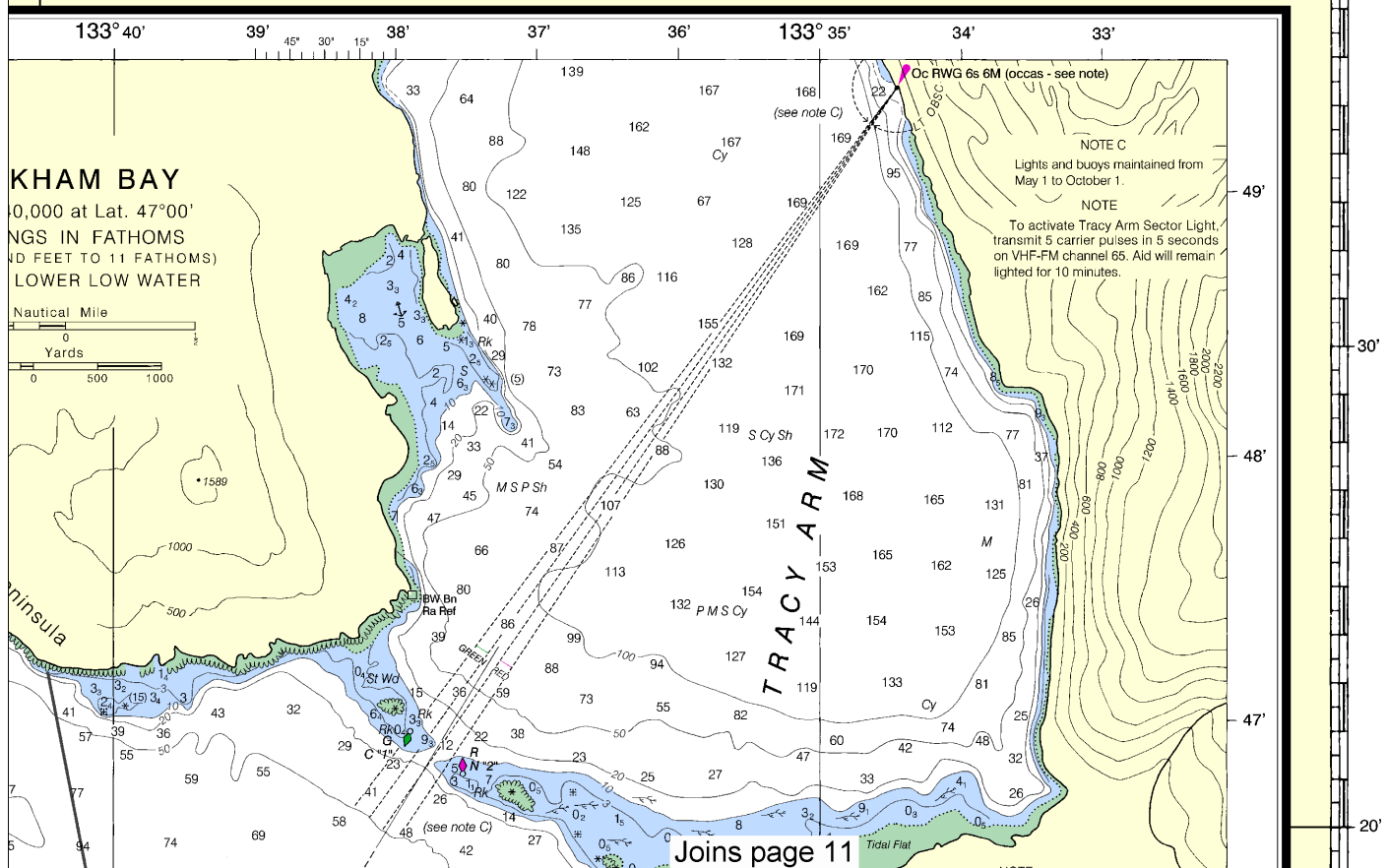
UNITED STATES

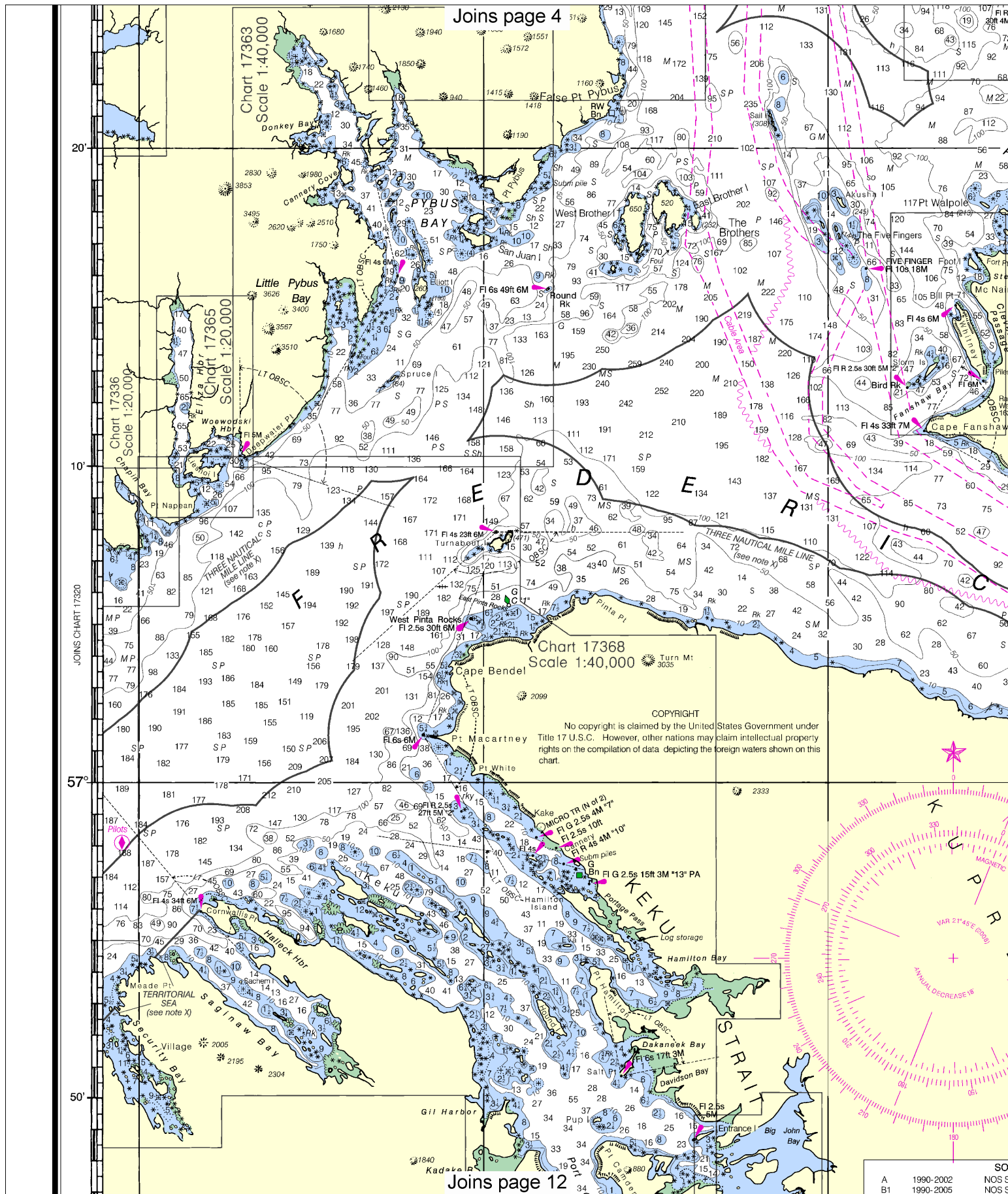
ALASKA - SOUTHEAST COAST

## ETOLIN ISLAND TO MIDWAY ISLANDS

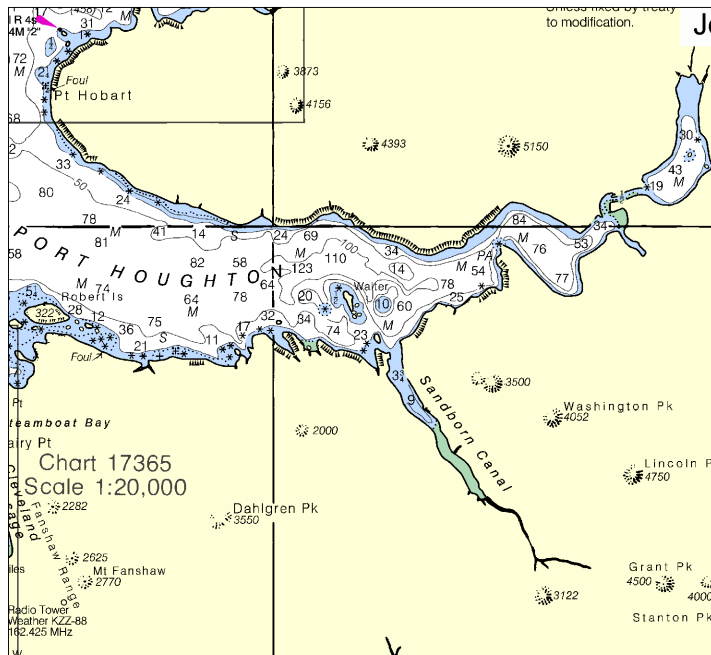
INCLUDING

## SUMNER STRAIT

Mercator Projection  
Scale 1:217,828 at Lat. 57°North American Datum of 1983  
(World Geodetic System 1984)SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER







Joins page 5

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

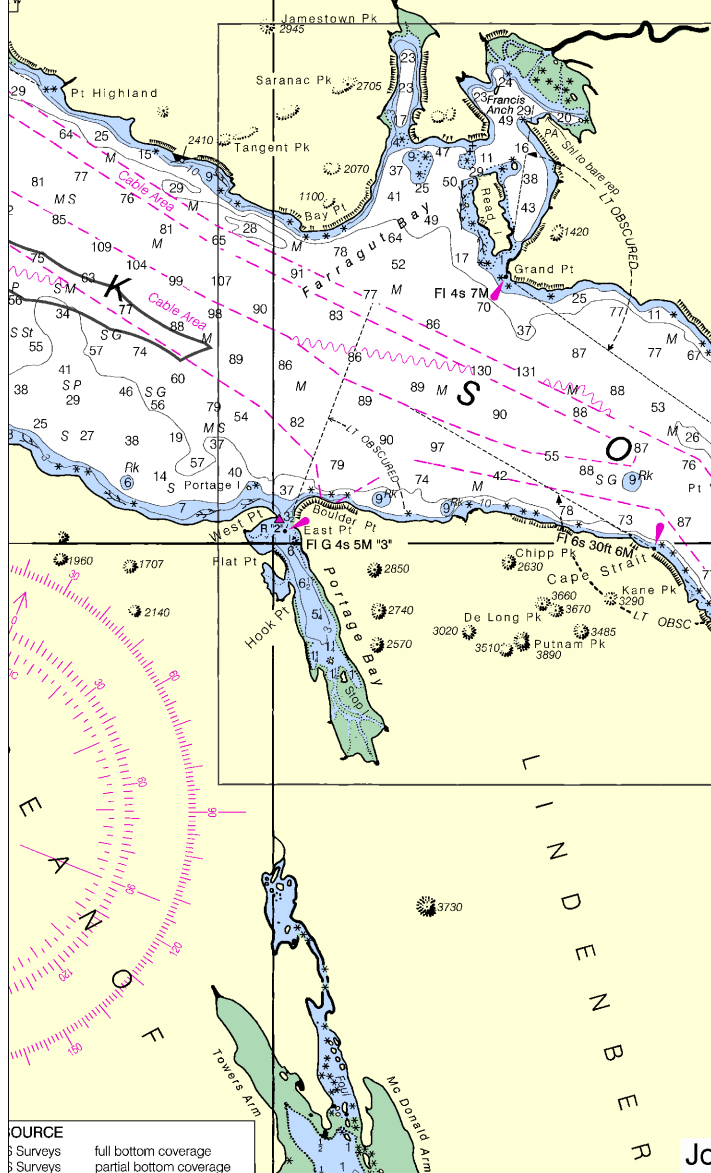
--- Pipeline Area ---  
 --- Cable Area ---

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 Covered wells may be marked by lighted or unlighted buoys.

**TIDAL INFORMATION**

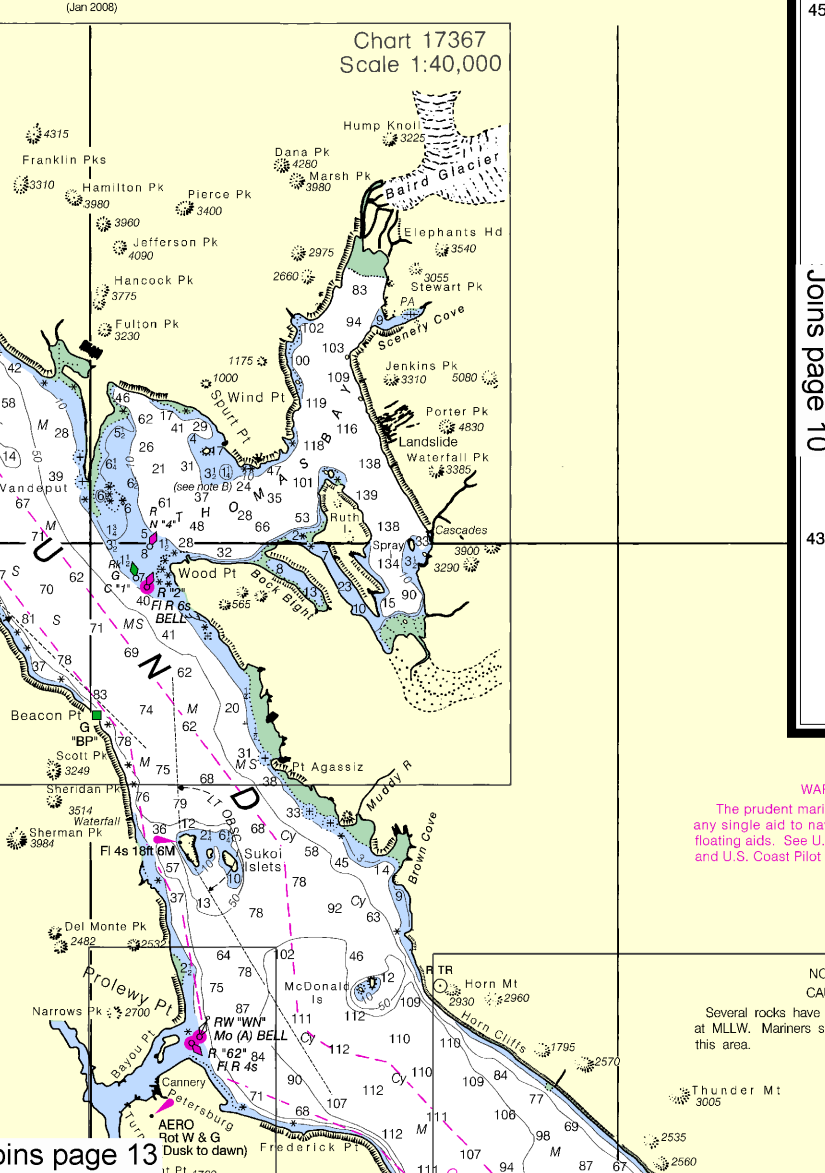
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
 (Jan 2008)



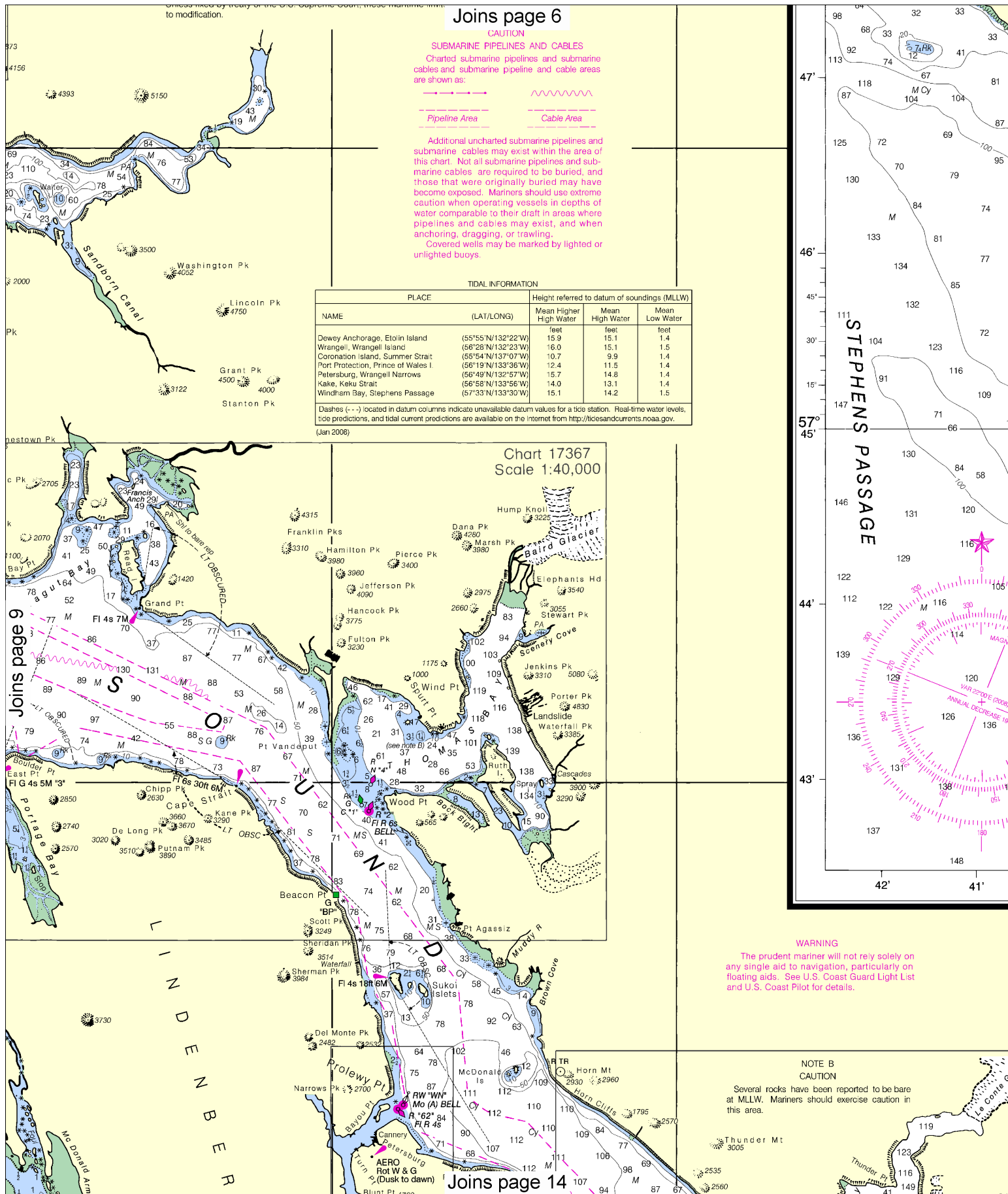
Joins page 13

Chart 17367  
 Scale 1:40,000



**WARNING**  
 The prudent mariner  
 any single aid to navigation  
 floating aids. See U.S.  
 and U.S. Coast Pilot for

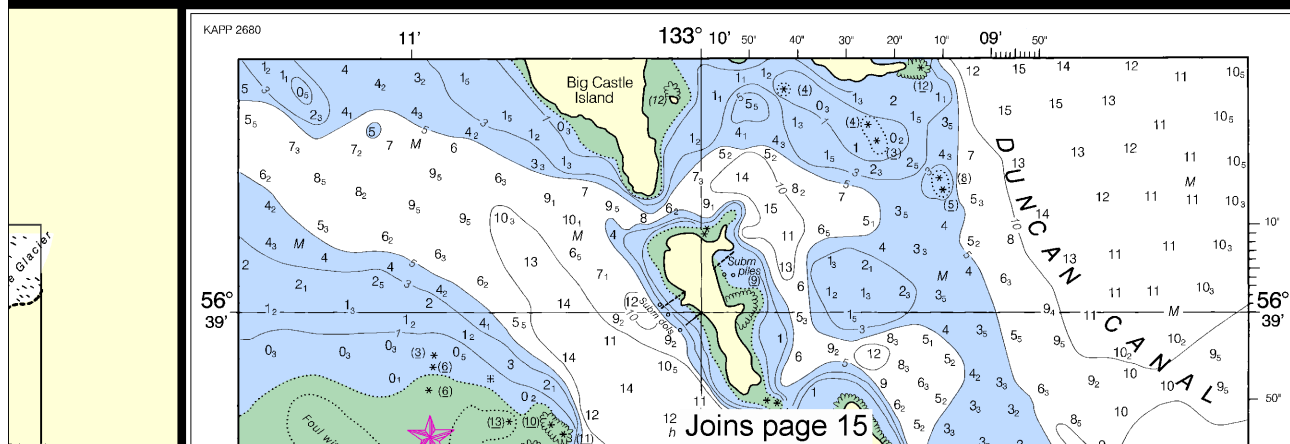
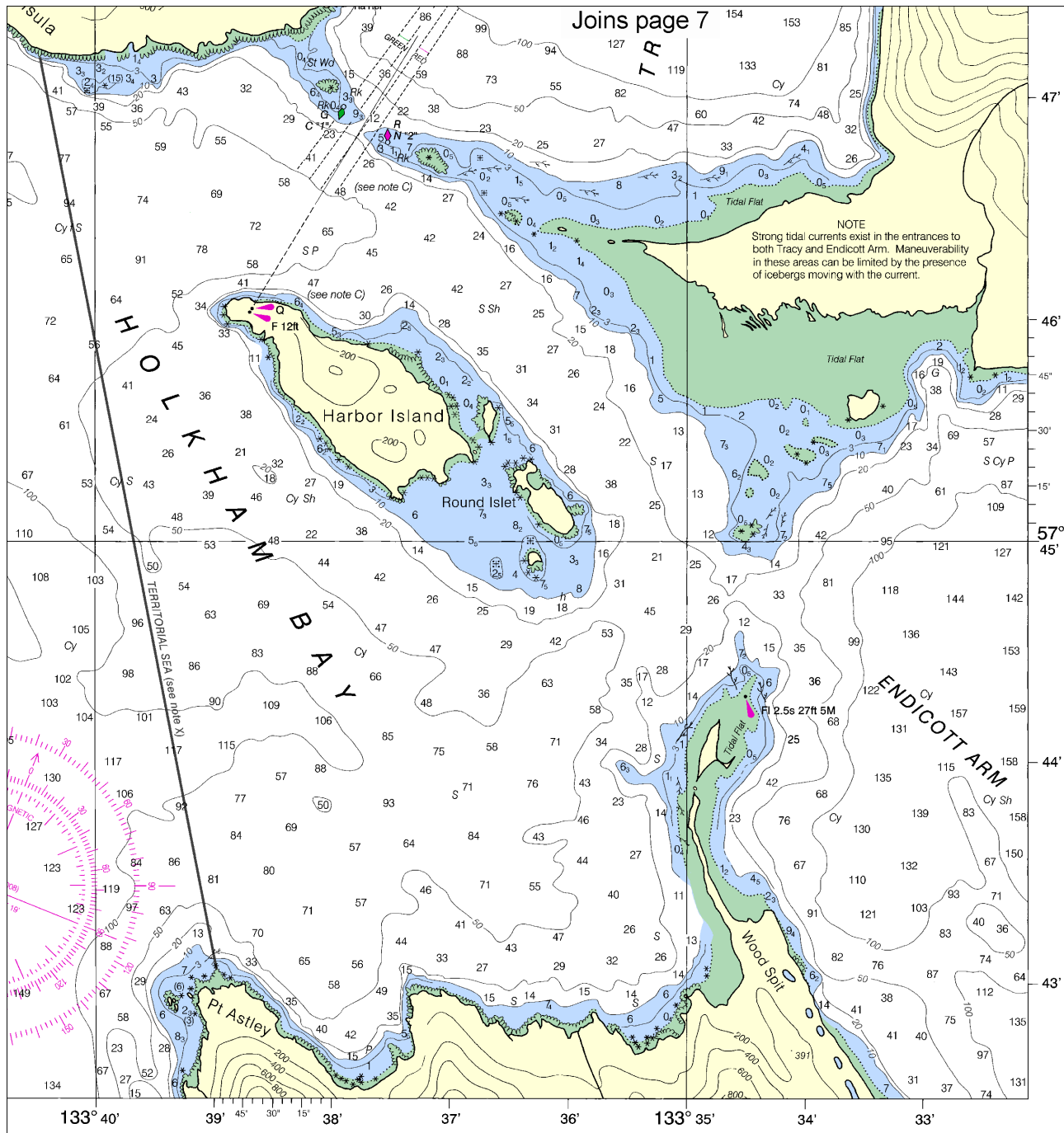
**NOT CAUTION**  
 Several rocks have been  
 at MLLW. Mariners should  
 this area.



10

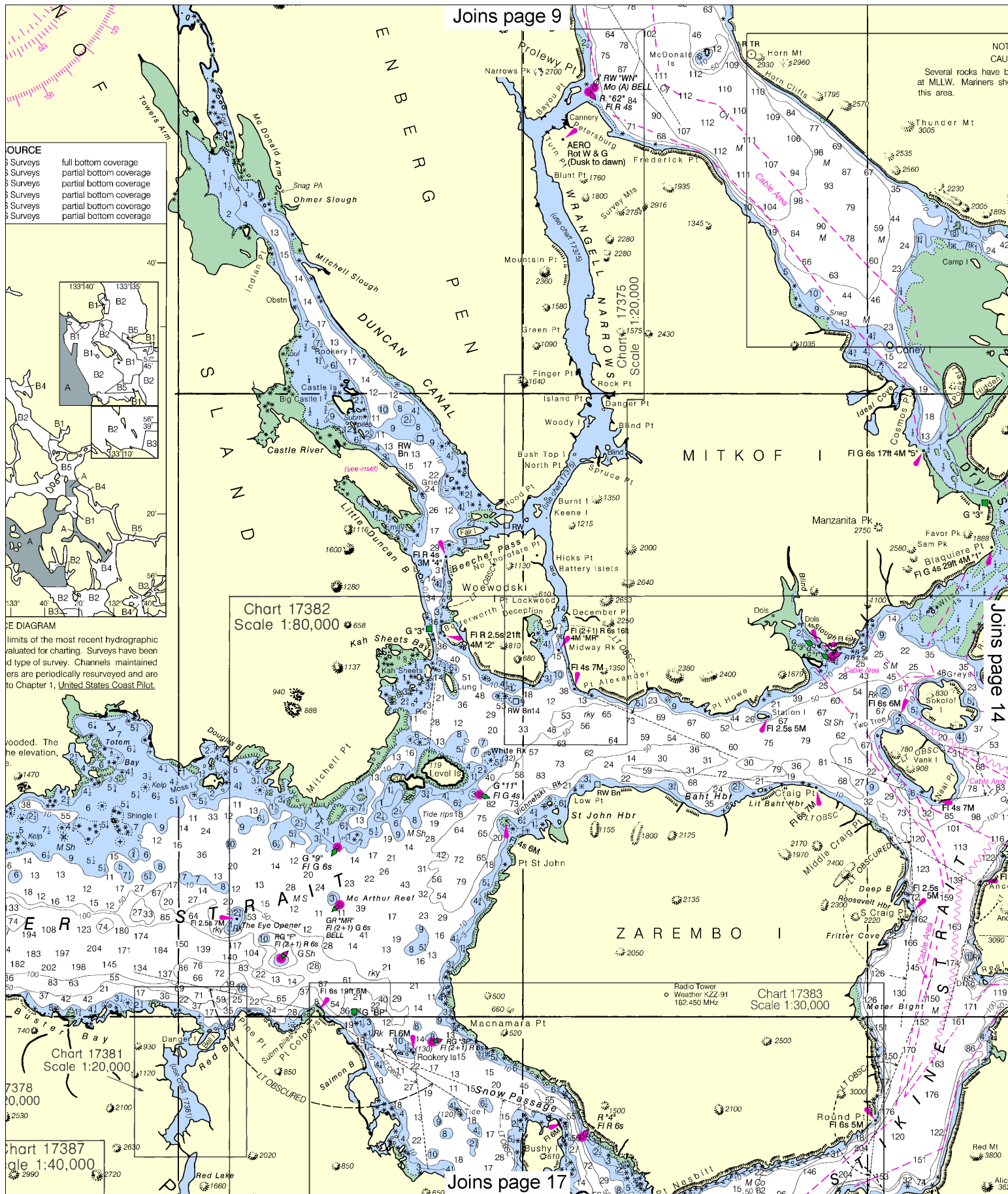
Note: Chart grid lines are aligned with true north.

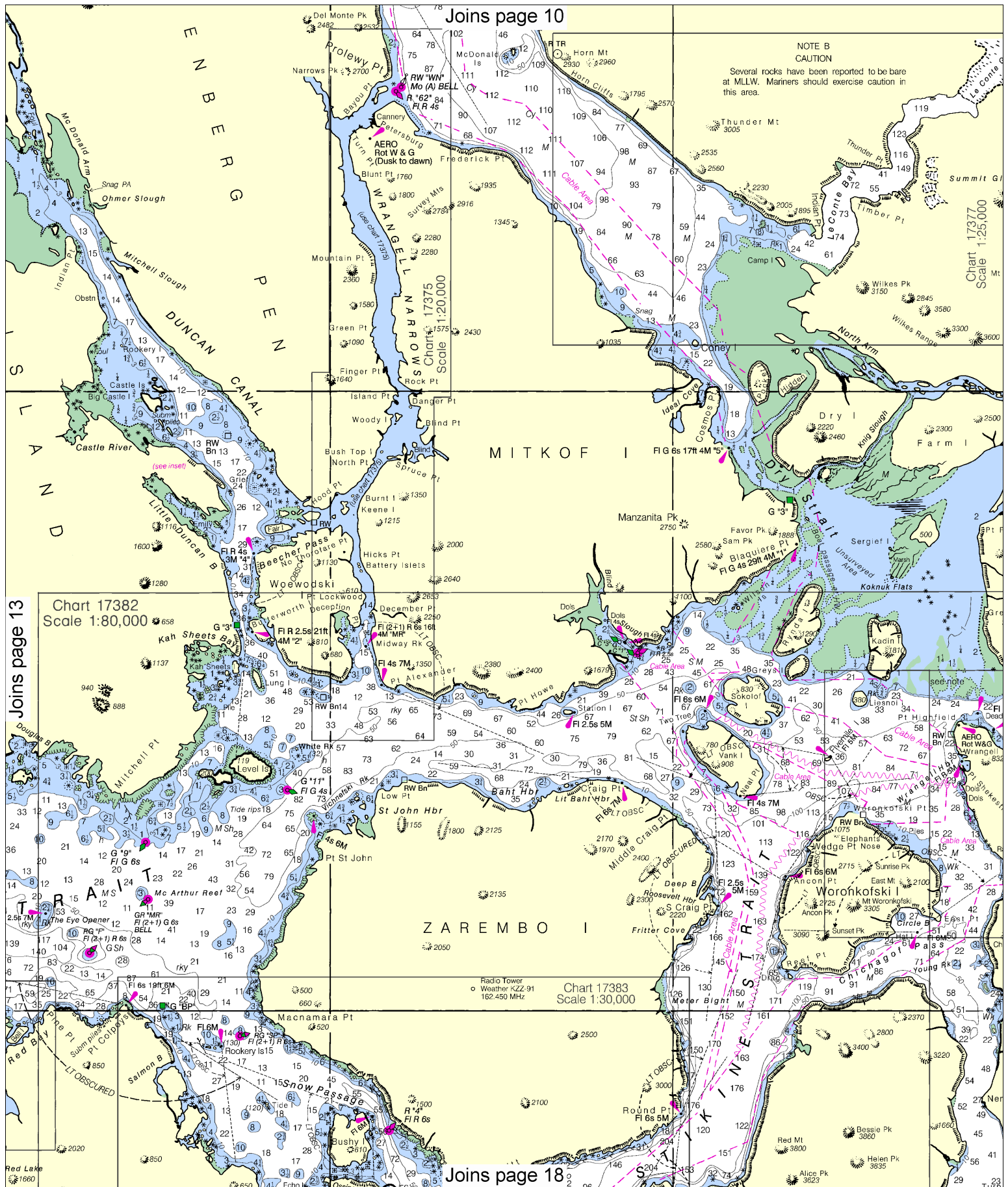










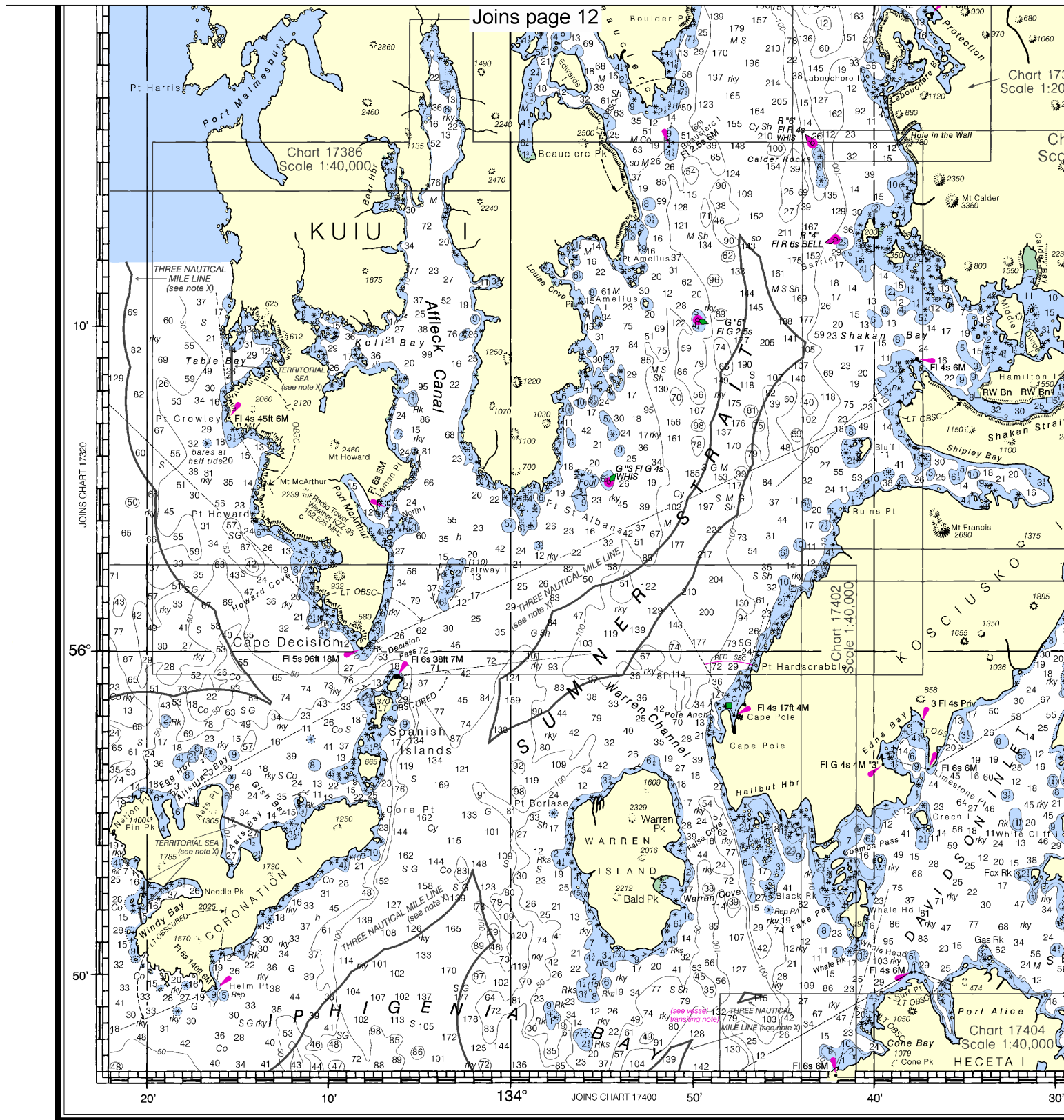


Note: Chart grid lines are aligned with true north.









35th Ed., Jun. /08 ■ Corrected through NM Jun. 14/08  
Corrected through LNM Jun. 03/08

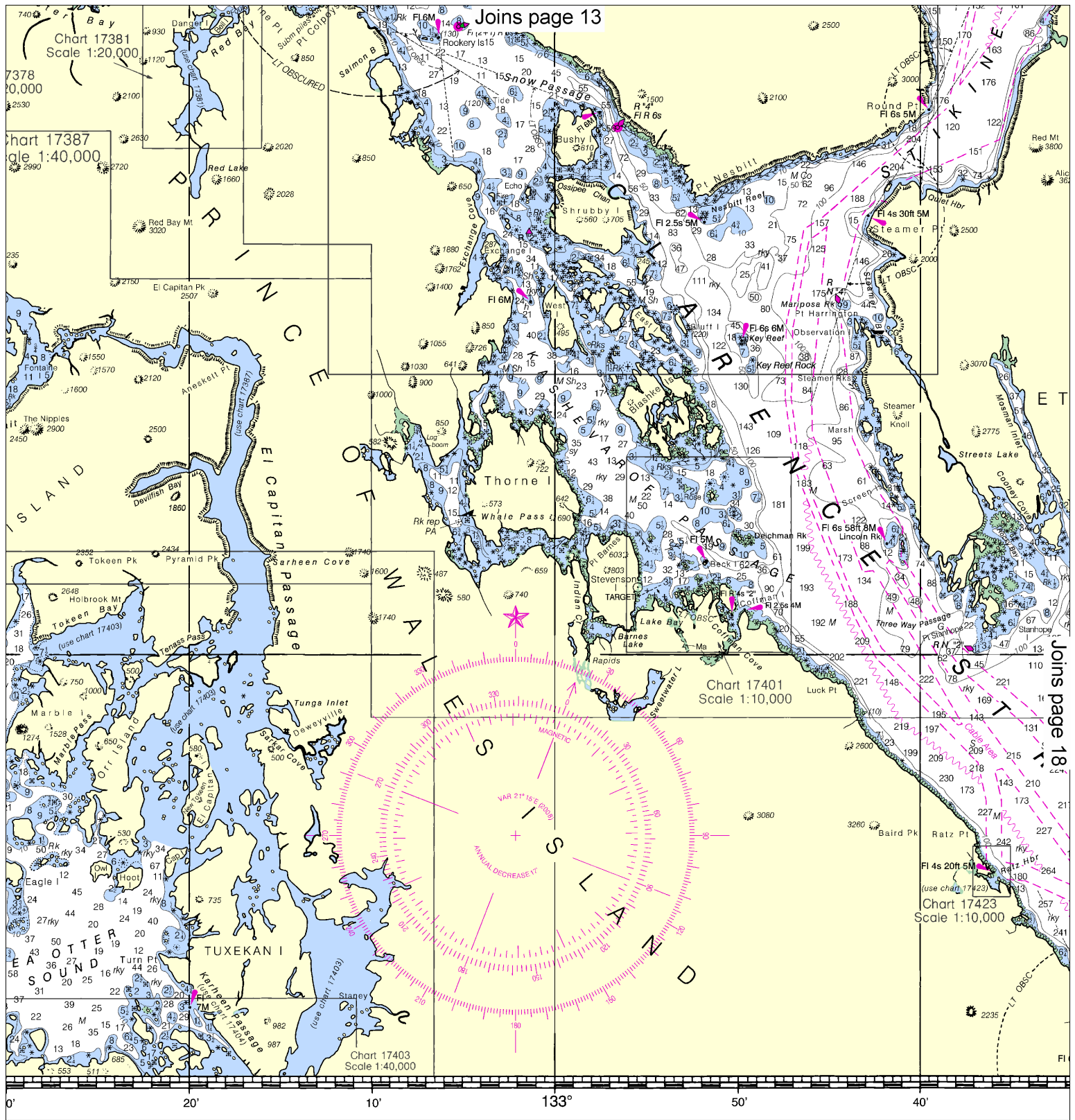
17360

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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Note: Chart grid lines are aligned with true north.

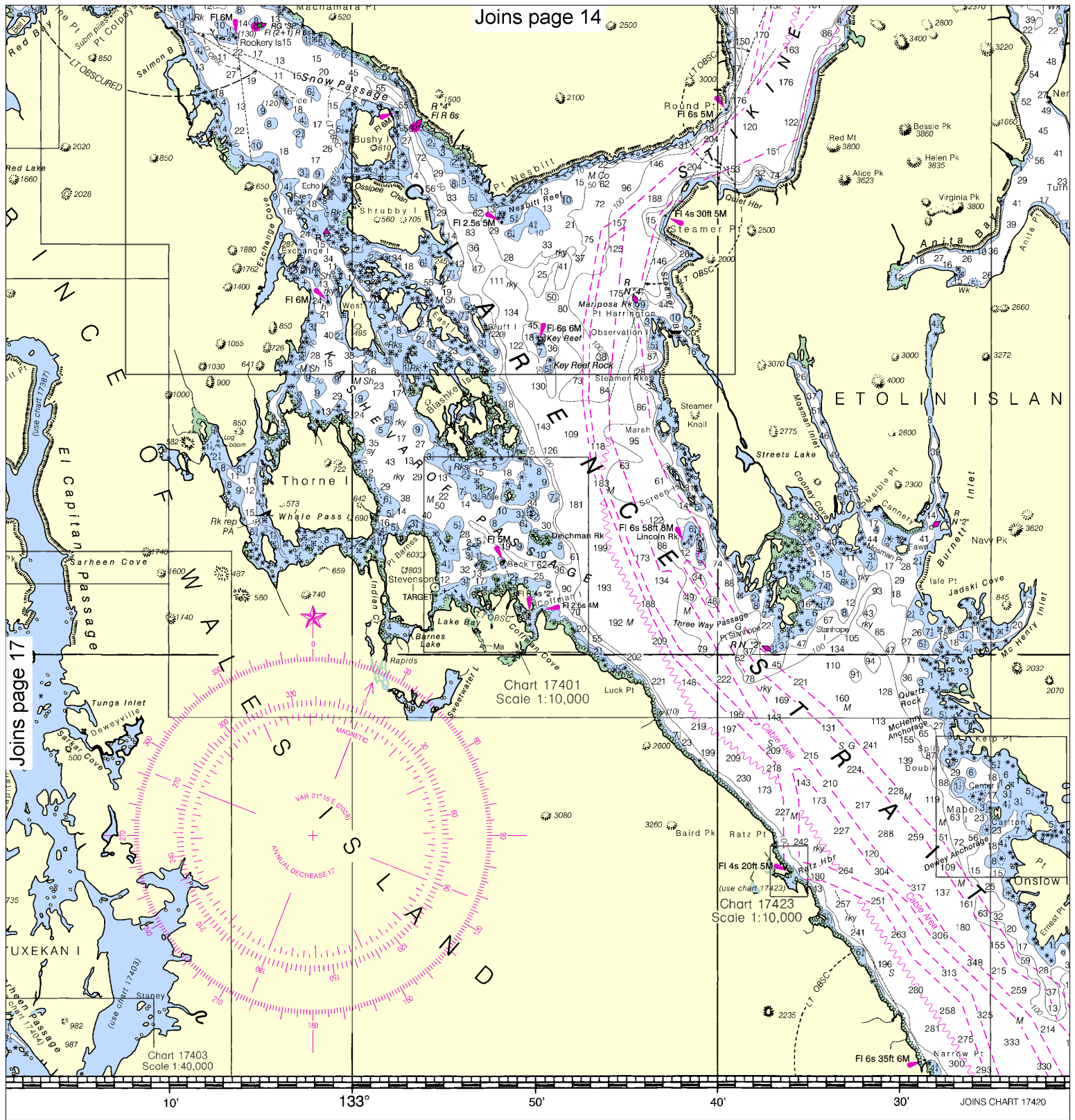


## SOUNDINGS IN FATHOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6





IN FATHOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120	126	132	138	144	150	156	162	168	174	180	186	192	198	204	210	216	222	228	234	240	246	252	258	264	270	276	282	288	294	300	306	312	318	324	330	336	342	348	354	360	366	372	378	384	390	396	402	408	414	420	426	432	438	444	450	456	462	468	474	480	486	492	498	504	510	516	522	528	534	540	546	552	558	564	570	576	582	588	594	600	606	612	618	624	630	636	642	648	654	660	666	672	678	684	690	696	702	708	714	720	726	732	738	744	750	756	762	768	774	780	786	792	798	804	810	816	822	828	834	840	846	852	858	864	870	876	882	888	894	900	906	912	918	924	930	936	942	948	954	960	966	972	978	984	990	996	1000
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			

Note: Chart grid lines are aligned with true north.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

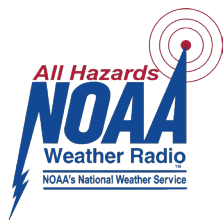
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



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